

SAINT PAUL PEDESTRIAN PLAN



Paint the Pavement

Short-Term Recommendations

Publicize program to promote increased participation

- Meet with community leaders and art-based organizations
- Distribute program information to block leaders
- Publicize funding resources in tandem with program information
- Add a dedicated Paint the Pavement page to the city's website, including photo gallery and videos
- Distribute Paint the Pavement program information to SRTS schools and SRTS committee

Paint the Pavement

Short-Term Recommendations

Streamline the application process

- Review and update program documents to ensure information is current, concise, and complete
- Survey recent program participants about challenges encountered during the application process and solicit ideas for streamlining the process
- Consider adjusting project application requirements, possibly reducing the requirement for approval by 75 percent of adjacent property owners or residents

Paint the Pavement

Long-Term Recommendations

- Create media fact sheets so that community members can invite media to project sites
- Expand Paint the Pavement to include colorful crosswalks, interim curb extensions, and other pedestrian safety improvements

Stop for Me Short-Term Recommendations

- Continue officer-supported Stop for Me events to raise community awareness of safe crossing behaviors
- Expand Stop for Me to emphasize specific times of year when pedestrian risks increase, including back-to school times, fall Daylight Savings, and winter months
- Identify some sites each year for sustained enforcement. Repeat Stop for Me events several times per season in these locations and measure yielding results.
- Continue to engage local media to raise public awareness
- Use Stop for Me to draw attention to new infrastructure improvements, like pedestrian activated beacons or SRTS infrastructure. Gather yielding data before and after.

Stop for Me Long-Term Recommendations

- Evaluate the impact of Stop for Me on driver awareness and citywide rates of drivers yielding to pedestrians
- Evaluate Stop for Me's impact through an equity lens:
 - Reviewing how locations are selected
 - Demographics of drivers stopped
 - Demographics of volunteers (as race and gender of pedestrians impact the likelihood that a driver will yield).
 - Meet with community leaders to understand whether levels of support for the program vary in different communities.
- Increase community participation in Stop for Me events
- Identify city resources to support Stop for Me and reduce reliance on external funding

Crash Response Short-Term Recommendations

- Continue to educate police officers on the importance of fully reporting the details of pedestrian-involved crashes
- Encourage members of the public to report near-misses. Review the reporting process to ensure it is easy for members of the public to share information about near-misses and crashes.
- Continue to maintain statistics about traffic injuries that involve people walking and biking and share these with the public
- Complete a systemic safety analysis to identify pedestrian crash patterns and risks. Develop a program to proactively implement infrastructure improvements in high crash risk locations.

Crash Response Long-Term Recommendations

- Develop a rapid response program for crashes involving people walking and biking to make immediate safety improvements at the site of the crash using low-cost or interim materials.
- Develop an education campaign focused on reducing behaviors that lead to pedestrian-involved crashes, based upon the findings of the systemic safety analysis.
- Educate people walking and biking about their rights and what to do if involved in a crash.

SRTS Short-Term Recommendations

- Encourage and support SPPS in prioritizing and leading SRTS efforts
- Continue to host regular SRTS steering committee meetings
- Engage the Saint Paul Planning Commission and Transportation Committee in SRTS and invite Committee members to join the SRTS Steering Committee
- Develop a city-wide Suggested Route Maps encompassing each school and publicize recommended walking and bicycling routes to school

SRTS Short-Term Recommendations

- Prioritize schools for planning assistance and infrastructure improvements based on school population statistics and High Priority Areas for Walking
- Provide support to priority schools in completing SRTS plans
- Develop a clear and transparent process for prioritizing implementation of SRTS infrastructure
- Store and catalogue SRTS infrastructure recommendations in a geospatial database
- Develop a school speed zone policy

SRTS Long-Term Recommendations

- Designate a full-time city SRTS Coordinator responsible for activities such as:
 - Supporting SRTS education and encouragement programming
 - Incorporating SRTS into planning and projects
 - Helping school SRTS plans comply with City policies and capabilities
 - Reviewing school rezoning and siting requests
 - Coordinating across agency boundaries and with charter and private schools
 - Working with police to support education and enforcement
 - Serving as the point of contact for SRTS concerns on City roads
 - Monitoring and evaluating progress towards goals
 - Helping schools apply for funding
- Develop a pilot program for temporary school-focused pedestrian safety improvements
- Designate city funds annually to support SRTS infrastructure and planning

Pedestrian Count Program Recommendations

Inventory existing count sites to ensure geographic distribution

- Review existing count sites to monitor the number of count sites within High Priority Areas for Walking

Create new partnerships for data collection

- Continue partnerships with neighboring jurisdictions to coordinate volunteer recruitment efforts for manual counts
- Encourage coordination with other agencies, such as the National Park Service and Ramsey County, to collect additional pedestrian counts in Saint Paul and share count information

Pedestrian Count Program Recommendations

Systematize pedestrian data collection

- Dedicate staff resources to managing existing pedestrian data collection, expand data collection, and incorporating technological advances into the City's data collection practices
- Develop a centralized database that combines manual pedestrian counts and additional data sources, such as pedestrian counts completed as part of traffic studies. Explore ways that the pedestrian database can be integrated into the City's traffic count database.
- Use video detection to identify pedestrian needs at intersections
- Explore opportunities to use existing traffic cameras to count pedestrians

Identifying Top Sidewalk Gaps

Start with gaps in High Priority Areas for Walking

Identify gaps on arterials and collectors

Identify gaps that would connect key destinations

Approaching Top Sidewalk Gaps

Short-Term:

Stand-alone sidewalk gaps

Medium-Term:

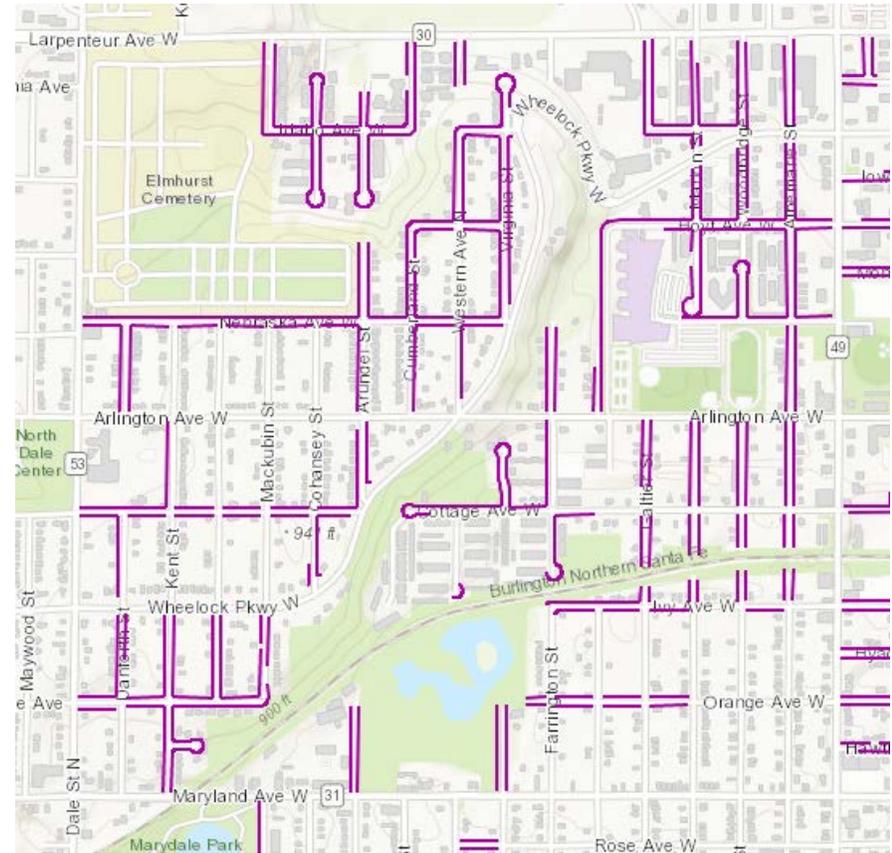
Stand-alone multi-use path projects identified in the Saint Paul Bicycle Plan

Long-Term or Opportunity-Based:

Roadway reconstruction or transitway projects

Local Street Sidewalk Gaps

Consider larger neighborhood infill program



Next Steps

- Classify top sidewalk gaps
 - Short-, medium-, long-term
 - Gaps by agency: City, County, State
- Summarize top gaps for September Steering Committee